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Hongkong, 2nd August, 1912. [a53]

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[22]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 104, DES VOGES ROAD (LONDON OFFICE: 131, ELDER STREET, E.C.

The Daily Press.

HONGKONG, JULY 8TH, 1913.

It is, perhaps, not generally known that there prevails in China at the present time, especially in South China, a clan system which is almost as perfect and as powerful as that which existed in the Highlands of Scotland until after the Jacobite rebellion of 1745. True, the Chinese clans are not ruled as were the Highlanders by hereditary chiefs, nor are their fighting instincts fostered as were those of the hardy clansmen of the North, but the system, none the less, makes for faction fights, and to-day the Chinese clans in the South are as prone to quarrel with each other and to wage a warfare which is as cruel and vindictive as any of the sanguinary feuds which desolated the Scottish Highlands in the years that are happily gone. The tales of the Scottish clan struggles, with their attacks and counter-attacks, when related by a master story-teller like the "Wizard of the North," are undoubtedly thrilling and exciting, especially when imagination is stirred sufficiently to picture the killed warriors, with banners flying and bagpipes shrilling, marching over the heather to fight the battles of their chief, whose quarrel was their quarrel and whose honour was their honour. Were these clan fights to take place to-day they would not seem so picturesque, and it may be that, a customs as Western people are to law and order, they view the occasional clan fights of China as little better than riots, which may be more or less sanguinary. If the petty warfare were

not so close at hand, if it were not made known by prosaic newspaper reports, but if it related to the romantic past, then we might see something picturesque in the Chinese clans of to-day setting out like the Macphersons of old "to plunder and to ravish," those against whom they have sworn a feud. The fiery cross may not have summoned them—Chinese clan country being more densely populated than the Scottish Highlands—but the Chinese clan in descending upon an enemy will have its clarionets uttering their shrill defiance to the enemy, and the gongs and tom-toms being beaten with a vigour intended to sustain the courage of the warriors. Some people might describe the men so gathered as a rabble, and in some respects that might be true, but the scene is not without its picturesque touch. Only last month we read of one of the biggest clan fights of modern times having taken place at Suawui. It lasted over two weeks, and in all about 20,000 people were engaged in the affray, in which dreadful carnage was wrought, hundreds of men being killed and villages destroyed. The Chinese clan, like the old Scottish clan, traced its descent from a common progenitor, but though the origin of the older Scottish clans is lost in the mists of antiquity the Chinese clans can boast a greater antiquity, their well-kept genealogies extending backwards to a period before the Celts found their way to Britain. Mr. DYER BALL, in his book "Things Chinese," remarks that genealogies are kept in which are "noted all the migrations of the family, and so particular are the Chinese with regard to this point that on the tombstones in some places are put the numbers of the generations since the family came to that country." The nucleus round which the clan gathers is the ancestral temple, and it is common knowledge that no matter in what quarter of the globe Chinese may settle temporarily they always have their eyes turned towards their ancestral home. Even Chinese born abroad regard the ancestral village as their home, for there only can they worship at the shrines of their forebears. As the unit of population in China is not the individual but the family, it is apparent that the aggregation of families descended from a common ancestor and living on land inherited in common from the same source led unconsciously to the formation of clans, members of which bearing the same name recognised mutual interests. This clan feeling would develop as it became necessary to resist aggression or to take measures for the common weal, but undoubtedly the most potent factor in its development is the belief in and practice of ancestor worship. This is the stronghold of the system. The Chinaman may give up the ordinary worship of idols, but ancestor worship is ingrained in his nature, and it is a part of himself. Therefore, if a man were to be ejected from his clan, it is one of the greatest disgraces that can befall him. It is bad enough to be expelled temporarily, but worse if it be for a generation, while the greatest punishment is for a branch of the family to be excluded from the clan forever. That means that the individual and his family cannot worship at the ancestral hall, the seriousness of which is apparent to those who know Chinese beliefs and practices. But expulsion from the clan carries with it more material losses than mere ostracism. It deprives the individual and the family from all the privileges appertaining to the clan, such as help in time of need, sustenance in old age, and fellowship and friendship. It may be asked in view of the changes that are operating in China whether the clan system is not doomed. No doubt the system has outlived its period of usefulness. Pressure of population on the land is leading to migrations, the opening up of the country is showing new possibilities to men hitherto content to live in their ancestral home. These might tend to the disappearance of the tribal division, but not until ancestor worship ceases to have the hold it has at present upon Chinese will the clan feeling diminish, though a strong administration should put an end to the internecine strife that has lasted for centuries.

The English mail of the 7th June was delivered in London on the 5th July.

The wheat harvest throughout South Shansi is described as the worst since 1900.

A three days' fast has been proclaimed in Yunnanfu on account of the serious drought from which the district is suffering.

A Chinese woman of the unfortunate class on Saturday night boarded the steamer *Hwangshan* as she was lying at the wharf and threw herself into the harbour. She was rescued, however, by two wharf coolies. She alleged that her mistress told her to find a husband.

The programme of the third meeting of the season under the auspices of the Hongkong Gymkhana Club is now published. There are seven events and the entries are up to the usual level. The meeting takes place on Saturday.

The Director of Public Works having warned the occupants of Nos. 39 and 41, Tung Street that the houses were in a dangerous condition, asked the police to see that the occupants were removed. The occupants were all removed in safety.

The hearing was resumed before Mr. Melbourne of the case in which a Chinese stands charged with committing murder on the *Pausang*. Further evidence was given by the Chief Officer of the vessel, Mr. F. C. Perkins, and the case was adjourned.

The weekly return of the Medical Officer of Health shows that three cases of diphtheria, two of enteric fever and two of purpural fever—all Chinese—were notified in the Colony last week, and one Japanese case of "cholera nostras," ascribed to eating shellfish.

The Bishop of Victoria has now returned from his recent visit to Pakhoi, Haiphong, Hanoi, and Yunnanfu. At Pakhoi the Bishop took numerous confirmations and conducted a service at Yunnanfu. The Rev. N. C. Pope (St. Andrew's, Kowloon) has also returned to the Colony.

The plague return for the week ended July 5th shows that there were 17 cases last week and 11 deaths. The total since January 1st is shown to be 192 and the deaths 172. All the cases have been Chinese except one "other Asiatic." Since the foregoing return was made up six more cases have been reported. One of them was that of an Indian.

The wireless telephone experiments made recently at Yokohama and Kobe are considered sufficiently decisive for the Nippon Yusen Kaisha to take up the invention. An installation has been set up at Moji for the purpose of getting into touch with incoming steamers. It is reported that the Moji office of the Osaka Shosen Kaisha is also fixing up an installation which will be ready early next month.

Mark Twain on reading his own obituary telegraphed to the editor of the paper in which it appeared that the announcement of his death was "grossly exaggerated." Mr. Percy Adams, formerly of the Hongkong Naval Yard, has written from England to friends in Hongkong to a similar effect on reading the announcement of his death in Hongkong papers. His many friends will be glad to know that Mr. Adams has quite recovered from his illness.

Mr. H. L. Giller, who in 1903 succeeded Mr. Drummond Hay as general manager of the *N.Y. Daily News* office, left Shanghai last week for home for good. Our Shanghai contemporary says:—"A man of few friends, but to those few a real friend, Mr. Giller leaves with the best wishes of all who knew him, and especially of his colleagues, to live at home with Mrs. Giller (née Miss Keck). Their Shanghai friends will wish them many years of happiness in a land where the charm of the country-side is not a mere name."

At the Magistracy yesterday a Russian musician was charged before Mr. Melbourne with disorderly behaviour at The Peak. It was stated that he asked a lady in Chamberlain Road to give him a drink, and when she refused threatened to slap her on the face. Later he went to the Matilda Hospital and asked the doctor in charge a certain number of questions. When ordered to leave he tore up some flowers, but eventually was induced by the doctor to enter a cell, in which he was confined till the arrival of the police. When being removed to the Police Station he blew kisses to the ladies on the road. A fine of five dollars was imposed.

A CAPTAIN'S DEATH.

Mr. Arthur Newburgh, second officer of the China Merchants s.s. *Chiguan*, reports to the police that shortly after ten o'clock on Saturday night he heard a splash in the water, followed by shouts as if some one were drowning. He went up to the bridge deck and discovered that Mr. E. H. Pratt, the master of the vessel, had disappeared, having either fallen or jumped from the bridge. Boats were at once lowered, and lifebuoys were thrown, but no trace of the captain was discovered. Next day his body was discovered floating near the breakwater at Yaumati, having floated from West Point to that locality.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DEATH OF A JAPANESE PRINCE.

TOKYO, July 7th.

The death is announced of Prince Arisugawa, one of the *Shin-no* (consanguinity Princes).

(Prince Arisugawa Take-hito, was born January 13th, 1862; entered the Navy while young; served two years from 1879 as midshipman on British flagship *Iron Duke* on China Station, then in the Channel Squadron, and further studied at the Royal Naval College, Greenwich; was commander of the cruiser *Matsushima* in the Japan-China War. Was attended with his Princess the wedding ceremony of the German Crown Prince, April 1905; visited England on his way home and was decorated by King Edward with G.C.B., returned home August 26th. His Royal Highness shortly afterwards became a full Admiral and member of the Supreme Council of War.)

CRITICAL CONDITION OF COUNT HAYASHI.

TOKYO, July 7th.

Count Hayashi has had a leg amputated as the result of a ricsha mishap some months ago. He is in a critical condition, and is unconscious in hospital.

[Count Hayashi was at one time the Japanese Minister in London, and it was during his term of service that the Treaty of Alliance was negotiated. He is 63 years of age.]

INTERRUPTION OF THE CABLE SERVICE.

Owing to temporary interruption of cables yesterday there was delay on telegrams exchanged with all places South (except Saigon, Bangkok, etc.) and with India. This explains the absence of telegrams from London in to-day's issue. Messages began to reach Hongkong from the South last night about ten o'clock, but no Press telegrams via Eastern had reached us by midnight.

NETHERLANDS INDIA COMMERCIAL BANK.

The Manager of the Nederlandsch Indische Handelsbank has received advice from his Amsterdam office that a dividend of 15 per cent. has been declared for the year 1912.

FOREIGNER TAKEN BY MONGOLS.

KALGAN, July 1st.

The foreigner who is reported to have been captured by Mongols is most probably Mr. Grant, who left Pankiang Telegraph Station on June 17th in order to obtain supplies for northern telegraph stations, as regular supplies had been cut off through the disturbed conditions. The foreigner arrested on June 20th, 200 li south-east of Pankiang, was accompanied by two Chinese merchants and a servant, and this description tallies with Mr. Grant's party. It appears that the foreigner left the main road with a view to photographing a Mongol encampment, whereupon the Mongols effected his arrest, after which they went northwards.

A RESCUE PARTY.

PEKING, July 1st.

Mr. Henningsen, Peking Superintendent of the Chinese Telegraphs, accompanied Mr. Grant recently into Mongolia to inspect telegraph lines and stations. Mr. Grant went as far as Urga and returned to Peking on June 29th, leaving Mr. Grant at Pankiang. It is understood that official telegrams confirm Mr. Grant's arrest.

Mr. Grant is a British subject and was formerly on the staff of the Eastern Extension Telegraph Co. Recently he joined the Chinese Telegraph Service for special work in Mongolia. While it is uncertain whether Mr. Grant's Mongol captors are tufes or regular troops, it is believed that they are the latter, and it is not thought that Mr. Grant's life is in danger. It is expected that the Mongols will safely hand him over to the Ugh authorities.

Mr. Henningsen, Dr. Wolf, a Danish botanist, and Mr. Giles, a journalist, are leaving for Kalgan to-day with a view to securing Mr. Grant's release, but they will probably be too late if the Mongols continued northwards, while it is difficult to secure Mr. Grant's release by telegraph owing to the Mongol habit of proceeding across country instead of following main roads.

HELD TO RANSOM.

Later reports indicate that Mr. Grant's captors are almost certainly tufes and it is therefore expected that he will be held to ransom. A relief party leaves at daylight to-morrow with a large sum of money intended to pay the ransom. Mr. Henningsen has telegraphed to a high official at Urga whom he knows well, asking for Mongol assistance to obtain Mr. Grant's release. The latter speaks Chinese fluently, while the tufes in the district where he was captured also speak Chinese, though practically all profess allegiance to the Hutuktu.—*Reuter*.

THE SOTTO EXTRADITION CASE.

The hearing was resumed before Mr. F. A. Hazeland yesterday of the application for the surrender of Vicente Sotto, editor of the *Philippine Republic*, to the American Government.

Mr. Brutton, continuing his speech for the defence, said he would refer his Worship to another statement in the judgment in the case of the U.S. v. Wong Kim Ark, which said with regard to citizenship "the Supreme Court declares that resource must be had to common law to determine who are native-born citizens."

The Crown Solicitor (Mr. P. M. Hodgson) objected to that being evidence at all. Mr. Brutton—I know it is not evidence. Continuing, Mr. Brutton said that by Section 1992 of the Revised Statutes all persons born in the United States, and not subject to any foreign Power, excluding Indians not taxed, are declared to be citizens of the United States. Mr. Brutton quoted Mr. Welch's answer when he said that the natives of the Philippine Islands were not citizens of the United States—they were Filipinos, which was absolutely in accord with Article 9 of the Constitution. When the territory was ceded the inhabitants retained the nationality of the territory. Referring to the question of naturalisation, Mr. Brutton directed attention to Bryce's Commonwealth, Vol. I, page 410, that "the Filipino is not a United States citizen. In the Philippines the naturalisation laws are not in force." If the Philippines were a part of the United States the inhabitants must necessarily be citizens and the naturalisation laws must apply. For the purpose of the naturalisation laws of the United States, States and territories were practically one and the same. In all the States on the North American continent naturalisation laws were in force, and the inhabitants were all citizens. In Alaska all persons resident there were citizens of the United States, except, of course, the uncivilised tribes, and the naturalisation laws applied. If a Filipino wanted to become naturalised he was compelled to go to America, as he could not be naturalised in the Philippines.

Consul-General Anderson had told the Court that there was a duty on articles from the Philippine Islands into the United States, and that there was no duty from America to the Philippines, and he also told them that there was no duty between one State and another. Bryce, in Vol. III, said that if they were deemed to be a part of the United States their products would not be taxed at all. It was only fair to consider what was the intention of the United States at the time of taking over these territories. He thought they could gather that from what they had done with regard to Cuba. The Americans occupied Cuba with the idea of granting the inhabitants their independence. The Crown Solicitor—Cuba was never ceded to America. Mr. Brutton said the United States exercised a Protectorate with regard to Cuba and Porto Rico, until they gave them some sort of Colonial organisation. In the Philippine Islands they had nothing more or less than a Protectorate. He would quote from Hall's "International Law" presently that the ingredients for Protectorate were reserved by the Treaty. The original intention of the United States when taking over these territories was to grant them their independence, and that was the reason why the Philippines had never been incorporated. Up to 1898 the Americans had nothing outside the North American Continent. Then, when war with Spain broke out, the Hawaiian Islands were annexed, and Cuba, Porto Rico, the Philippines, and other territories were ceded by Spain to the United States. It was clearly shown that it was in contemplation by the United States to establish a Protectorate over these new possessions, or whatever they might be called. Mr. Brutton quoted the long answer of Mr. Welch, in examination-in-chief, to show that the Philippines were a Protectorate. In every particular the Philippines answered a Protectorate. The American Government sent their own executive and their own judiciary. The inhabitants of the Philippine Islands had retained their own nationality—a nationality independent of that of the protecting States.

The hearing was again adjourned.

LOSS OF THE "MANSHU MARU."

WRECKED ON JAPANESE COAST.

A telegram was received in Shanghai last week announcing the total loss of the s.s. *Manshu Maru* through striking the coast of Hokkaido in a heavy gale.

The *Manshu Maru*, the *Shanghai Mercury* says, was a steel screw steamer built at Greenock by Russell & Co. in 1864, owned at Yokohama by the Toyo Kisen Kabushiki Kaisha, 5,249 tons gross, under time charter to The China Import and Export Lumber Co., Ltd., and was on the way to a port in the Hokkaido to load for the Pacific Coast at the time of the casualty.

The *Empress of Asia* is a sister ship to the *Empress of Russia*, which left Yokohama on Thursday, May 28th, and reached Victoria on Saturday, June 7th, completing the voyage in 9 days 4 hours and entirely eclipsing all previous records. It is expected that the *Empress of Asia* will also make a similar record. Residents in the Orient, remarks the *Japan Gazette*, instead of being regarded as hitherto, in the Far East, will, with reference to the North American Continent, be regarded as in the *Near East*, and these palatial steamers may be confidently relied upon to greatly increase Trans-Pacific travel.

CORRESPONDENCE.

THEATRE PRICES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] Hongkong, 7th July, 1913.

SIR,—May I, through the medium of your paper, ask Mr. Bandmann or his representative why we are charged \$3.50 for seats to witness the present productions?

"A Runaway Girl," as presented on Saturday night, was to my mind an imposition on the public. I should like to hear some expressions of opinion on the present exorbitant price of Theatre tickets. Yours faithfully,

OFFLOFFOLSKI.

A QUOTATION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] Sir,—Can you say whether the singularly appropriate line "To strive, to seek, to find, and not to yield," inscribed on the wooden cross to mark the place where Captain Scott and his brother heroes died, in the regions of the Antarctic, is original, or a quotation. It has a Scriptural ring, but I am unable to trace it, and I have seen no reference to it being a quotation from anywhere. If you could publish any information on the point it would be appreciated not only by myself but doubtless by many others, for I have inquired of several people without success.—Yours truly,

A READER.

[The words form the concluding line of Tennyson's poem "Ulysses." To make the quotation complete three words in the penultimate line should be given: "To strive, to seek, to find, and not to yield."—Ed.]

CHINA AND EDUCATION.

CANTON GOVERNMENT AND MISSION SCHOOLS.

Mr. W. K. Chung, Commissioner of Education for Kwangtung Province, has recently sent out the following circular letter:—

"DEAR FRIEND,—One of the foundation principles of the Government of the Republic of China is, that every child is entitled to and shall receive an education. How far we can carry out this principle depends not only on the Government but also on the open-minded and public-spirited citizens of the Republic. The Government of Kwangtung desires to be in the forefront as regards education and expects its enlightened citizens to help in advancing this important matter."

In order to encourage all schools, no matter what kind they may be, to continue in this good work, we are glad to recognize their efforts and shall be glad to furnish them with all the aid in our power. To do this impartially we have outlined the following conditions for the registration of schools under the Bureau of Education.

(1) All primary schools shall have a course of at least four years in length; grammar schools at least three years; middle schools at least four years.

(2) All primary and grammar schools shall give instruction in those subjects named as required in the government curriculum and according to the scheduled number of hours.

(3) Optional subjects may be given, subject to the exception in No. 4, in such time as may be suitable outside of the hours required for regular subjects.

(4) As it is against the School Law, no school may give instruction in the Confucian Classics (four books, five classics).

(5) Each school shall send a copy of its curriculum to the Bureau of Education, Canton.

(6) Each school shall actually give instruction as outlined in its curriculum.

(7) Each school shall be willing to be inspected at any time by the Government inspector, or, until one is appointed in its district, by the District Superintendent of Education.

(8) All required school reports shall be made out in full and promptly returned to the Bureau of Education.

A school accepting the above conditions shall be designated as a "Registered School" and shall receive an official seal of the Bureau of Education on its students' certificates of graduation, said certificates to entitle them to enter any Government school of the next higher grade without examination.

A school which cannot meet these conditions may be enrolled at the Bureau, but shall not receive the seal until the above requirements have been met.

THE NEW "EMPRESS OF ASIA."

—SUCCESSFUL TRIAL TRIPS.

Information has been received at the office of the Canadian Pacific Company that during the recent trial the *Empress of Asia* did a little over 213 knots on the measured mile and a little over 90 knots during the 600 mile run. The manoeuvres carried out during the trials demonstrated extraordinarily good facilities in turning, going astern and in the general handling of the ship.

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SUPREME COURT.

Monday, July 7th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR WM. REES DAVIES, K.C.)

A SHARE TRANSACTION.

William Henry Gaskell, of the Royal George Hotel, Haiphong Road, Kowloon, sued J. F. Wright and T. W. Hornby, trading as Wright & Hornby, of No. 3, Des Vaux Road, Central, brokers, for \$2,352.43, balance alleged to be due to him from defendants in respect of money deposited with them and shares bought and sold by the defendants as plaintiff's brokers.

Mr. F. C. Jenkin (instructed by Mr. Goldring, of Messrs. Goldring, Barlow & Morrell) was for the plaintiff, and Mr. M. W. Slade, K.C. (instructed by Mr. Jackson, of Messrs. Johnson, Stokes & Master) appeared for the defendants.

Mr. Jenkin said his instructions were to apply for an adjournment, and he thought he would lay a few facts before his Lordship. The writ was three weeks old, being dated the 12th of June, and it was a specially endorsed writ. To that there was a defence and a counter-claim about the 23rd June, and he himself came into the case exactly a week ago. There was a holiday on the Tuesday, and on Wednesday he was engaged in another case. On Thursday he went into the case, and advised certain interlocutory proceedings. There were further pleadings on both sides on Saturday morning. Plaintiff was not in a position to go on.

His Lordship observed that an adjournment was agreed upon in Chambers between the solicitors on the distinct understanding that the case should be taken that day. His Lordship was particularly asked to try this case early, as one of the witnesses was leaving the Colony.

Mr. Jenkin—One of the defendants, my Lord, I think.

His Lordship said he distinctly understood on Thursday that it should be taken that day without fail. There was a long and heavy case coming on on the following day, and he could only give a day to the present case.

Mr. Jenkin said there were further pleadings on Saturday. His own opinion was that the case would take more than one day, and he was not in a position to go on.

Mr. Slade said he was entirely taken by surprise by this application. He certainly understood that the case was fixed for that day, and there had been no delay on their part. They had a long list of interrogatories, and before they delivered them plaintiffs could have filed their pleadings, but they were not filed until Saturday morning. So there had been no possible delay on defendants' part, and as far as he could see there was no reason why the case should not go on. Of course, it was the plaintiff who was asking for the case to be adjourned.

His Lordship—Mr. Jenkin says he is not able to go on. He undertakes to pay the costs of the day.

Mr. Slade—Will your Lordship order the costs of the day to be paid into Court?

His Lordship—Yes, I shall.

Mr. Slade—Of course, my Lord, I would rather go on.

His Lordship—Well, what can I do? I cannot absolutely strike the case out.

In reply to his Lordship, Mr. Slade said he thought the big case fixed for hearing on the following day would last a long time. It was a very heavy case.

His Lordship—Do you think they would have any objection to the interposition of this action?

Mr. Slade—I cannot say. We are only too willing to do anything.

Mr. Jenkin said there would be an objection.

His Lordship—Then I suppose it will have to stand over to the end of the next case. If you wish it, I will take it immediately after the other case.

IN SUMMARY JURISDICTION.

BEFORE THE PRINCIPAL JUDGE (MR. J. H. KEMP).

A DEAL IN OREGON PINE.

An action was brought by Tui Ping Nam, of 85, Des Vaux Road Central, second floor, shipbuilder, against A. B. Moulder & Co., of 12, Des Vaux Road, Central, merchants, to recover \$1,000 as damages for the non-delivery of Oregon pine under two contracts, dated the 10th July, 1912, and made between the plaintiff, trading under the style of Kwong Tuck Cheong, and the defendants.

Mr. C. F. Mason (of Messrs. Wilkinson & Grant) appeared for the plaintiff, and Mr. W. B. Hind (of Messrs. Bruton & Hett) was for the defence.

Mr. Mason said that the first contract was for the supply of 20,000 superficial feet of Oregon pine, and under that contract 10,000 feet had been delivered, but up to the present date no delivery had been made of the further part of 10,000 feet.

Mr. Hind—With regard to that part of the contract I consent to judgment and to paying \$100 into Court as damages.

This my friend will not accept, so that the amount properly due in respect to the failure of that contract will be referred to the Registrar by agreement.

Mr. Mason—I am willing that it be referred to the Registrar for the assessing of the damages.

Continuing, Mr. Mason said the second contract was for the sale of 35,000 feet of rough merchantable Oregon pine as per specifications endorsed on the back of the contract. His client received notice that various amounts of Oregon pine had been deposited in godowns, and plaintiff was asked to go and take delivery. He went down accordingly, and was measuring out the various amounts which were due to him when he received a letter which called attention to the fact that the plaintiff's men were taking too much time in picking up the timber, and requesting them to finish that same night and take delivery the following day promptly, as other customers had their lighters waiting for their timber, and plaintiff's men were delaying them. Moreover, plaintiff was informed that he could no longer take any timber, for the reason that the timber had been sold as it lay to other persons.

His Lordship—When was he told that?

Mr. Mason—On one of the days on which he was taking delivery. Mr. Mason further said the plaintiff's men were called away and had no opportunity of taking delivery. Up to that time the plaintiff had taken delivery of some 16,000 feet, and, roughly speaking, there were 17,000 feet then due to him.

Evidence was then given in support of the opening statement.

Mr. Hind said about 1,250,000 feet of timber were brought over by the *Minnesota*, about fifty times as much as was needed to carry out this contract. The timber was piled in the godowns, and plaintiffs were notified to take delivery. Without the knowledge of the defendants they started to select, but when this was found out, they were told they could proceed with the selection. The point was as to whether three days was a reasonable time to allow the plaintiffs to select 35,000 feet of timber from wood which was all merchantable. Plaintiffs picked over practically the whole of the timber to select the best pieces, thus getting timber of more than average quality.

His Lordship—I should like to know the usual practice in selecting timber.

Mr. Hind said it was usual for the vendors to deliver, but in this case the purchaser was allowed to pick his own.

The case was adjourned.

COATS OF CLARET FOR MEMBERS OF A SINGAPORE CLUB.

TO SAVE EXPENSE IN CLOTHES.

A circular has just been issued to the members of the Tanglin Club, says the *Strait Times*, on the subject of a club uniform and, although it is a matter which most nearly concerns the club itself, the public might be forwarded as to the contemplated splendour of the members' dress. The reason for this new idea is set out thus:—It has been represented to the committee that members are put to heavy expense owing to the necessity for frequent renewal of dress clothes caused by the increased number of dances held at the club and in Singapore generally. The committee have therefore decided on a club uniform which they consider will cause members a great saving of expense. The uniform may be worn at any dance in Singapore save at Government House. Then as to the composition of this outfit:—The coat is a tail-coat of a dark claret cloth with velvet collar to match, lined with black and faced with black silk, bearing four buttons, two at the back and one at each side, none on the sleeves. The coat, which is cut like an evening-dress tail-coat, is to be worn with a white dress waistcoat and black dress trousers. The tie will be a white dress tie. The buttons are also to be distinctive. Specially made at home, they are silver-plated and bear the club monogram.

This idea of a club uniform is an old one at home and is not quite new out here. The immortal Pickwick Club distinguished itself by investing its members in a light blue coat, with gilt buttons on which were stamped a likeness of the noble head that inspired the club and the initials "P.C." That the Tanglin Club's venture will save expense one is prepared to doubt, for the ravages of dancing are more likely to be harder on a claret-coloured cloth than on a black.

A few strenuous evenings in the ball-room will probably change the claret hue into the rich appearance of the post-prandial port, and a long-suffering black would probably be much cheaper in the end.

Conditions have altered since the old days in Malaya when a dress coat more or less was a mark of little concern. There are people, some now in high places, who will remember the time when the favourite recreation of members after an evening in the old Perak Club was to compete in the collection of coat-tails, like Red Indians after scalps. For the purposes of the game tail-coats were *de rigueur*, and the number of members who left the club with appendages to their coats was small. It is said that one man who was always to be caught napping by the more wary had a standing order with a firm in Penang for the supply of one dress-coat per week without fail. The game, no doubt, sounds silly in these more conventional days, but even at its height it did not give rise to any suggestion for a uniform on the score of expense—it might have been considered, of course, that a uniform would only make a better mark for the tail-hunter.

Anyhow, the plain public will await with interest the appearance of the first claret-clad Tanglinites in a ball-room.

HAMBURG LETTER.

(SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS.")

HAMBURG, June 14th.

THE TRADE OF THE BALKAN STATES.

The growing importance of the Balkan markets to German trade is shown by the fact that the total of the business with those countries (exports and imports) has risen from 504 million marks in 1911 to 590 millions in 1912; the following is an analysis of it in millions of marks:—

	Imports.		Exports.	
	1911.	1912.	1911.	1912.
Rumania	107.7	134.2	91.4	131.7
Turkey	70.1	77.9	112.9	118.3
Bulgaria	10.6	18	23.9	23.9
Greece	23.7	25.1	17.8	18.9
Servia	24.8	10.7	21.3	18.5
Montenegro.....			2	1

236.9 273.9 257.5 311.1

It is to be hoped that the negotiations for peace may now make steady progress. For the unsettled state of politics abroad and at home has exercised a most detrimental effect on trade hitherto, by stifling enterprise and keeping money at high rates. Quotations on the stock exchanges have continued to decline, whilst the prices of most articles have steadily receded, with the exception perhaps of those of wool and cotton. If the question of the increase in the armaments and of the sources from which the necessary funds are to be derived now before the Reichstag were to find a speedy and satisfactory solution, it would help to give a fresh stimulus to trade. The two government bills on the subject have been extensively amended in Committee, but on the report being presented to the House a few days ago the Imperial Chancellor declared most emphatically that he could and would not make any material concessions, that the proposed increase in the army was urgent and that the means would have to be found. The levy on property has been accepted in principle, but so far there continues to be a great divergence of opinion as to the mode of its assessment and other details. The proposal to include the property of religious bodies and charitable institutions has been withdrawn, although the "Conistorium" in Berlin, the governing body of the Protestant church in Prussia, had declared its willingness to bear its share of the burden. The Roman Catholics have displayed less alacrity perhaps, because they look upon their church as a universal and not a national one, that holds what property it may possess for the benefit of all the faithful. The measures for providing for the future increased expenditure of the army are likewise still under discussion and do not seem to make much headway; the proposed tax on the increment of property to be levied every two years meets with considerable opposition, especially on the part of the Saxon Government, and may be replaced or supplemented by a law constituting the State the lawful heir where in cases of intestacy there are no nearer relations of the deceased to be found than descendants from common grandparents. This seems rather a close line to draw, but as the Chancellor said in justification of it, they want money and must get it somehow.

GERMANY'S FINANCIAL POSITION.

The final returns of the receipts of the empire for the financial year 1912 show a surplus of 57.7 million marks over the estimates, which includes 12.2 millions received more from the State railways and the post office. The import duties have yielded 728 millions or 27.7 millions more than expected, the tax on cigarettes 35.5 millions or 3.0 more, that on sugar 142.5 or 4.8 more, that on salt 61.1 or 1.9 more, that on brewing 127.6 or 5.5 millions more, and so on, the total reaching 61.7 millions from which have to be deducted 15.2 millions deficits on other taxes; the duty on tobacco, for instance, produced 1.5 and that on spirits 8 millions less than anticipated.

The annual Congress of the International Federation of Master Cotton Spinners and Manufacturers was held at The Hague last week. The Chairman, Herr Terenue, president of the Netherlands Association, in his opening speech, animadverted upon the constantly recurring troubles between masters and men; he proved plainly that the profits on spinning did not on an average exceed 5 per cent., and that the operatives by their shorter hours raised the cost of production, consequently the price of the manufactured article, which must eventually lead to a curtailment of consumption.

Reports were read on the progress of the cultivation of cotton in different countries, and, although deemed on the whole satisfactory, the general opinion seemed to be that it was chiefly to India that we must look for any material increase in the supply of the fibre outside the United States, at any rate for the present, as its climatic and other conditions were particularly suitable for the raising of cotton and that the government should therefore be urged to make further efforts to promote its cultivation. There will be no general congress of the Federation next year, but a meeting of the members of the committees of the different countries will be held at the usual time in Switzerland.

KING GEORGE'S BIRTHDAY.

The birthday of King George on the 3rd inst. was celebrated by his loyal subjects in this city in the usual manner by a dinner, at which H.M. Consul-General, Mr. R. W. Hearn, presided, followed by a dance. Needless to say that the health of Their Majesties and of the Royal Family was drunk with enthusiasm.

THE CHANNEL TUNNEL.

It becomes daily more evident that the opposition of the past to the construction of a Channel Tunnel has now practically disappeared. On all sides it is admitted that a tunnel is bound to be constructed sooner or later, and the majority of the eminent authorities consulted by the *Daily Graphic* agree that the present would be a most appropriate time to inaugurate this great international work. Admiral Sir Edmund Fremantle, who was at one time very strongly opposed to the idea of a tunnel, admitted that with the changed conditions his opinions had considerably altered.

The *Daily Graphic* also publishes the views of the famous French expert on airships, M. Louis Capazza, and an interesting article by Mr. W. J. Botterill, the originator of the scheme for a great naval base at Norwich.

ADMIRAL FREMANTLE'S VIEWS.

Admiral Sir Edmund R. Fremantle, G.C.B., writing to the *Daily Graphic*, stated that he is in favour of retaining as much of our insularity as possible, and that, though only the mouse can get through the little hole, the cat can get through the larger one—and one Channel effect, successful, would infallibly be followed by others.

Seen by a representative of the *Daily Graphic* yesterday, Admiral Fremantle said: "I am not so opposed to the Channel Tunnel scheme now as I was, and I expect it will come one of these days. I daresay it will be an advantage in many ways, not only because many people cannot stand a sea voyage, but because of the saving in trouble and time in transporting goods from one country to the other."

"However," he concluded, "I am not going to take an active interest in the project one way or the other, but I shall be very pleased to read what other people have to say on the matter."

INFLUENCE OF CONQUEST OF THE AIR.

The Paris correspondent of the *Graphic* says:—

There is little doubt that the revival of interest in the Channel Tunnel coincides with a diminution of the certainty of Britain's insularity. The day Heriot flew over the Channel England, so to speak, ceased to be an island. Since that day, monoplanes and biplanes "hop over" without anyone taking any notice. A further mail was driven into the coffin of insularity when M. Louis Capazza steered the first airship from Paris to London in six hours, beating the Calais-Dover express by 120 minutes.

It is possible, however, that the very factor which seems to weaken the defence of the "silver streak," will find its compensation in its power to conjure the danger of invasion by a Channel Tunnel. The invaders might capture the exit of the tunnel and entrench themselves against an opposing military force; but they could not protect themselves against airships or aeroplanes. A single airship could carry enough explosives to transform the entrance of the tunnel into an impassable heap of ruins. As the exit remains immovable it could be shelled again and again.

"As London, or rather Aldershot, is only about two hours from Dover for swift airships, they could be on the spot before a thousand men could be landed through the tunnel. Under the circumstances an invasion of England by the tunnel, the exit of which could be bombarded by the forts of Dover and the warships in the Channel, and shelled by airships and aeroplanes, is a task which no power in Europe would care to undertake."

OUR LOST INSULARITY. For several years I have studied this great project and collected a considerable amount of literature pro and con. I have before me the opinions of eminent statesmen, Field Marshals, Admirals, engineers, manufacturers, merchants, and others, but, study them as I may, the great works that are making headway in the world are proof to me that the day is not far distant before work is begun on the tunnel, as I understand the cost is to be divided between the English and French companies, and the money is waiting. British engineers, with the great Stephenson at their head, were dead against the Suez Canal, and British Ministers insisted that it would never pay; it pays splendidly, and the trade value to the Empire is incalculable. Now, if the Americans who opposed the Panama Canal on the ground that Japan might in time of war blockade the mouth, had prevailed, this magnificent scheme would not now be near its completion. The conquest of the air has now destroyed our insularity, and therefore there is a need for the tunnel. The fear of invasion is a myth. Lord Mayor of London, speaking in France in 1906, said: "The day when the tunnel under the Channel exists England will, thanks to France, be directly and intimately connected with the Continent. France will be like an extension of our country, and the French will be at home in England. I wish the promoters, English and French, every success; by rubbing shoulders together a happy combination would result."

ALLEGED STAMP FRAUD IN SIAM.

The Appeal Court of Siam has upheld the decision of the Borisaph Court in the case in which Mr. W. C. Tien, of the Siam Stamp Co., was charged with "materially altering the form of certain public documents." It was alleged that defendant changed the colour of certain genuine stamps. Defendant stated that he purchased the stamps in good faith, and it was stated that the colour might be affected by climate.

The Borisaph Court exonerated him from any intention to deceive or commit fraud. On the authorities appealing, the Appeal Court have taken the same view, and state that defendant made no attempt to sell the stamps as rare specimens on account of their colour, but merely passed them into circulation.

Khin Chit and Nai Thoon appeared for the defence. — *Bangkok Times*.

PACIFIC PHOSPHATE.

ROMANTIC ENTERPRISE ON SMALL ISLANDS.

Although the report of the Pacific Phosphate Company for 1912, issued recently, is like its predecessors, a concise, almost laconic, summary of results, it deals, says *The Times*, with an enterprise which in more than one of its aspects is so interesting as to verge on the romantic. On its practical side it has to do with the collection and shipment of phosphate of lime; on its picturesque side it opens up large questions of geographical interest centring in two remote little islands in Micronesia, just below where the Equator's imaginary line cuts through the Western Pacific. In these two islands, Ocean Island and Nauru Island, the former British and the latter German, there is "wealth beyond the dreams of avarice," wealth in the form of an inexhaustible supply of phosphate of lime, which may be unscientifically described as mineralised guano. The deposits of thousands of years lie in those former haunts of sea birds, and lay there, until a few years ago, unsuspected and unvalued.

The turning of these vast accumulations into dividends; the exploitation of these two little spots in the wide waste of waters; the civilisation of the native inhabitants by the agency of the man of science and the merchant—these constitute the romance of the company and invest with a piquant interest the cold figures of its balance-sheet and the material satisfaction of its profits. Before the company began operations in 1900 the natives were in a primitive condition; now the islands possess electric power for driving machinery and supplying light and ice, a good telephone service, recreation and billiard rooms and libraries; in fact in a small way all the bustling activities of civilisation.

THE FINANCIAL POSITION.

The latest addition to the capital was authorised last June, when 100,000 new shares of £1 called second preference shares were created, but these have not yet been issued. The exact position of the capital account to-day is 750,000 ordinary shares of £1 each, of which 375,000 have been issued and are fully paid, and 375,000 are 10s. paid; 125,000 first seven per cent. preference shares of £1 each, and 100,000 second six per cent. preference shares of £1. The reasons for requiring the additional capital are that the demand for high-grade phosphate is increasing at higher prices, that the company wanted more drying plant and other installations at the islands, and that it is largely interested in other phosphate enterprises requiring further capital. Its investments include "participation in other phosphate undertakings subject to calls," but as these are mixed up in the balance-sheet with investments in Colonial stocks, the public have no means of knowing the nature or extent of these assets, beyond the fact that all the investments amount at cost to £220,700. Why a company that made a profit of £288,072 for 1910, of £149,645 for 1911, and of £167,499 for 1912 should want "more words to conquer" is not so surprising when one keeps in mind the possibility of the other phosphate enterprises that are not absorbed developing into rival producers.

DIVIDEND.

The dividend for 1912 is 25 per cent., as compared with 30 per cent. for the previous year. This is accounted for partly by the extra £62,500 of capital ranking for dividend for the last seven months of the year. The profit is some £7,555 more, and it would have been still better but for the exceptionally heavy freights to Europe, and for the delays in shipment caused by prolonged bad weather. The balance carried forward is nearly £5,000 more than at the end of 1911. The directors have increased the investments by about £25,000, and considerable additions have been made to the deep sea moorings in which vessels trading to the islands depend. The disposal of the available profit with the amount brought forward totalling (less a bonus to the staff), £159,038 is thus accounted for:—Preference dividend, £62,500; ordinary dividend, £133,142; additional remuneration to directors, £6,707; and balance forward, £9,480. The report says that the demand for the phosphate is increasing, and when the new machinery is erected the plant will be able to cope with still larger demands. This assurance is of good promise considering that last year's shipments were larger than in any previous year.

£10,000 IN A PARCEL.

HOW A RECORD GIFT REACHED LONDON HOSPITAL.

The gift of £10,000 to the London Hospital is probably a record in anonymous benefactions to hospitals in London. "It was only a few days ago," an official of the institution told a *Press* representative recently, "that a parcel was handed in at the front door with directions that it should be given to the secretary. The parcel, which was sealed, was taken to the secretary's room, and at first it was thought that it contained only some periodicals. It lay on the desk for some time, but when it was opened it was found to contain securities to the value of £10,000."

"We have made inquiries and have found that the securities are in perfect order," said an official, "but we have not the remotest idea who the donor is. It is the biggest anonymous gift we have ever had, so far as my memory serves, although we have hundreds of anonymous gifts of a few pounds."

Other hospitals in London have also benefited from the section of the public that loves to do good by stealth, and the Secretary of the Royal Free Hospital in Gray's Inn-road told a representative that though he had never had such a fine gift as that just given to the London Hospital, he had a number of persons who dropped bank-notes on his desk and refused to give their names. "I am hopeful," he said, "that someone will give us a cheque for £2,500. We are appealing for funds at present for an extension scheme, and if a wealthy person will let us have a cheque for that amount it will enable us to secure other two amounts of £5,000, and £2,000, which have been promised conditionally."

INTIMATIONS

BAD ECZEMA ALL OVER CHILD'S HEAD

Breaking Out Scabbed Over. Would Bleed and Discharge Until Spread All Over Head. Cuticura Soap and Ointment Completely Cured.

6, Maypole St., Alconbury, Hunts, Eng.

"My little boy Vincent had a bad case of eczema all over his head for ten months. He used to scratch it until he made it bleed, then he scabbed over and began to spread round his neck and round to his other ear. It would bleed and discharge, until it spread all over his head. I was given a box of Cuticura Soap and Ointment and had to wash the head with soft soap every night and morning and cover it with the ointment and now white ragged skin over it like a cap. The child was so miserable that he would not sleep and he would then discharge and the rags would stick to his head."

"It got no better at all, then a friend sent me a tin of Cuticura Ointment and a tablet of Cuticura Soap, so I started with them. By the third morning the scales were nearly all off. I kept on washing his head with the Cuticura Soap and spreading the Cuticura Ointment on each morning until I used up one tin. I sent for another and before I had used half of that his head was as clear as it could be from sores and now hair growing like anything. Cuticura Soap and Ointment completely cured him." (Signed) Mrs. Lucy Townsend, May 23, 1912.

Cuticura Soap and Ointment are sold everywhere. Samples of each with 32-p. Skin Book free from nearest depot: R. Newbury & Sons, 27, Charterhouse St., London, E.C.1. Drug & Chem. Co., Ltd., Boston, U.S.A. ⁵⁰ Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

96-10

HOWARD WATCHES

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD

WATCH IS FIXED

AT THE FACTORY.

Write or Send for Catalogue

to

THE SOLE AGENTS:

Chas. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. OPTICIAN 27, CHATER RD. HONGKONG

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.
Telegraphic Address: PRESS.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

TO LET.

FURNISHED, for Ten Weeks from Middle of August, Ground Floor of "FORMOSA," No. 20, THE PEAK, 5 minutes from Tram Station.

Apply—
F. WESTON,
Hongkong, 8th July, 1913. [858]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 9th inst. will be loaded at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE & PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 7th July, 1913. [60]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SATSUMA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and on from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before.
No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 14th inst. will be subject to suit.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DODWELL & Co., Ltd.,
Agents.
Hongkong, 7th July, 1913. [857]

WANTED.

COMPETENT CHINESE TYPIST.
Good Handwriting and thorough Knowledge of English indispensable.
Apply by letter to—
MANAGER,
"HONGKONG DAILY PRESS" Office.
Hongkong, 16th June, 1913. [762]

WANTED.

A COMMERCIAL FIRM wishes to engage a CLERK (non-Chinese), who has had experience in the export trade and speaks Chinese well.
Applications to be sent, giving references, to—
Care of "Daily Press" Office.
Hongkong, 7th July, 1913. [855]

WANTED.

YOUNG ENGLISH LADY, now in Japan age 25, desires post in English family at once as Companion to Young Girl or Lady. Would travel.
Reply under—
"T."
Care of "JAPAN GAZETTE," Yokohama.
856]

MASSAGE

SKILLFUL, Safety in the General or Electric.

MRS MORITA,
Care of NOKURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [552]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.
undertake every description of lighter work, including transshipments in the Harbour, delivery to any water-frontage in the Colony and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

THE "STAR" FERRY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY CO., LTD., will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, 16th JULY, 1913, at 12.30 o'clock in the afternoon, when the following Resolutions will be proposed—

1. That the Capital of the Company be increased from \$300,000 to \$400,000 by the creation of 10,000 new Shares of \$10 each.
2. That the Directors be and they are hereby authorised to distribute \$100,000 from the Reserve Fund amongst the persons who are Registered as Shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint.
3. That the Directors may be authorised to offer at par to every person Registered as a Shareholder on such date as the Directors may decide one new Share of the Company for every complete three old Shares held by him on which all calls have been paid such new Share being (subject to the above conditions as to fractions) equal in nominal amount to the bonus payable to him for every complete three old Shares held by him under the last preceding clause and that the nominal amount of such new Share be paid to the Company on or before such date as the Directors shall appoint such new Share to participate in the First Dividend Declared after the 1st of thereof pari-passu with the existing Shares.
4. That the offer of the new Shares as referred to in Resolution (3) must be accepted on or before such date as the Directors shall appoint.
5. That no Shareholder shall be entitled to an offer of any fraction of a new Share in respect of an odd share held by him.
6. That the Directors be authorised to dispose of any new shares offered to a shareholder and declined or not accepted within such terms and conditions as they may think fit.

By Order,
W. S. BROWN,
Acting Secretary.
Hongkong, 1st July, 1913.

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).

Telephone No. 650.
Hongkong, 1st June, 1913. [772]

CHEESE

WE beg to inform our Customers that we have received a New Shipment

of our well-known CANADIAN STILTON CHEESE.

THE

DAIRY FARM CO., LTD.

[38]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED. EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for Quality, Style and Price.

HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET,
HONGKONG.

Hongkong, 26th June, 1913. [45]

GRACA & CO.

Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS
TOYS, &c.

Just Received

FRESH SUPPLY OF
VEGETABLE SEEDS.

[842]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

A 5 or 10 Catty Box
constitutes one of the most
acceptable Presents to those
at Home.



Without doubt is the
Finest Blend of TEA
at the Price to be had
in China.

LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED

FOOCHOW TEA.

PRICES.—Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

[46]

YOST
TYPEWRITERS
LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA,
4, DES VŒUX ROAD, HONG-KONG. SHAMSEEN, CANTON.

[392-1]

NOTICES OF FIRMS

NOTICE.

I HAVE This Day authorised Mr. SULEMANBHAY VALJEE to Sign my Firm.

E. PADANEY,
Hongkong, 5th July, 1913. [84]

NOTICE.

VACUUM OIL COMPANY.

MR. ILTYD H. GEARE has This Day been given a General Power of Attorney by me, and will look after the interests of the VACUUM OIL COMPANY during its absence.

W. A. DOWLEY,
General Manager.
Hongkong, 2nd July, 1913. [846]

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS" PRINTING WORKS

turn out the Best Printing at Reasonable Price.

[45]

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 & 14, Queen's Rd. Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
No. 36, CAINE ROAD.
Apply to—
M. J. D. STEPHENS.
Hongkong, 4th July, 1913. [722]

TO LET.

No. 153, PRAYA EAST, GODOWN.
FOR SALE or TO LET.
Unfurnished, a HOUSE at The Peak
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1913. [65]

TO LET.

FLATS, "WILD BELL," No. 147
Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality.
"HOMESTEAD," No. 45, PEAK.
Apply to—
TSANG KUI-FAN,
Comptroller Department,
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 29th April, 1913. [522]

TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th July, 1913. [850]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.

Apply to—
HUMPHREYS-ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 12th May, 1913. [663]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID UP CAPITAL \$1,200,000
RESERVE FUND \$1,700,000
RESERVE LIABILITY OF PROPRIETORS \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS \$7,000,000
equal \$1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912. [220]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed on the Minimum Monthly Balances at 3 per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19]

BANKS

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED 1,125,000
PAID UP 662,500
RESERVE FUND 415,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 20th May, 1913. [90]

NEDERLANDSCH-INDISCHE HANDELSBANK

(NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS BRONKHORST BANK, SWISS BANKING.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 23rd April, 1913. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
STRENGTH \$15,000,000
SILVER \$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
S. H. DOWELL, Esq., Chairman.
Hon. Mr. D. LANDALE, Deputy Chairman.

G. Friesland, Esq., W. L. Pottenden, Esq.,
C. S. Gubbay, Esq., J. A. Plummer, Esq.,
P. H. Holyoak, Esq., Hon. Mr. E. Shellin,
G. R. Lawrence, Esq., H. A. Sieb, Esq.,
F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:
For 3 months, 2½ per cent. per annum
For 6 months, 3½ per cent. per annum
For 12 months, 4 per cent. per annum

N. J. STABB,
Chief Manager.
Hongkong, 8th May, 1913. [18]

THE SPECIE BANK LIMITED.

AUTHORISED CAPITAL Yen 4,000,000
PAID-UP CAPITAL Yen 30,000,000
RESERVE FUND Yen 18,000,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Antung-Hsien, Liao-Yang, Peking, Port Arthur, San Francisco, Shanghai, Lyons, Tientsin, Hankow, Harbin, Honolulu, Kobe, Osaka, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

ESHI ONO,
Manager.
Hongkong, 31st March, 1913. [443]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 2,500,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tientsin, Yokohama.

INTEREST allowed on Current Accounts. Deposits received on terms which may be ascertained on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "ARKATON APCAR," 4450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 8th July, at Noon.
S.S. "JAPAN," 5013 tons, Captain C. P. Sadden, will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 12th July, at Noon.

WESTWARD.

S.S. "JELUNGA," 5206 tons, Captain J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th July.
S.S. "ARKATON APCAR," 4450 tons, Capt. W. Walker, will be despatched as above on 1st August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 8th July, 1913.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 19,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 19,000 tons, twin screws.		LULU (the Paradise of the
NILE 11,000 tons. CHINA 10,200 tons. PERIA 9,000 tons.	SPEED.	Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Hawaii the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	FRIDAY, 18th July, at 1 P.M.
SIBERIA	19,000	...	TUESDAY, 29th July, at 3 P.M.
CHINA	10,200	...	TUESDAY, 30th Aug., at 1 P.M.
MANCHURIA	27,000	...	SATURDAY, 16th Aug., at 3 P.M.
NILE	11,000	...	SATURDAY, 23rd Aug., at 1 P.M.
MONGOLIA	27,000	...	SATURDAY, 13th Sept., at Noon.
PERIA	9,000	...	SATURDAY, 20th Sept., at 1 P.M.
KOREA	19,000	...	SATURDAY, 4th Oct., at 1 P.M.
SIBERIA	19,000	...	...

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
29th July ... CHINA ...	18th July ...	19th July ... CHINA ...	21st July ...
16th Aug ... NILE ...	31st Aug ...	25th July ... MANCHURIA ...	27th July ...
13th Sept ... PERIA ...	15th Sept ...	6th Aug ... NILE ...	8th Aug ...
14th Oct ... CHINA ...	16th Oct ...	14th Aug ... MONGOLIA ...	16th Aug ...
28th Oct ... NILE ...	30th Oct ...	2nd Sept ... PERIA ...	4th Sept ...

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE ...	On 14th July, at 6 A.M.
YOKOHAMA	Capt. Girard ...	...
MAISELLES VIA PORTS	ATLANTIQUE ...	On 15th July, at 1 P.M.
	Capt. Charbonnel ...	...

TRANSIPPING on the Co's Steamers at CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPEL and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
S. C. DE BUSQUIERRE, ACTING AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED. (ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED, FROM
HONGKONG

TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELLA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 2nd August. Connecting with "MIRAMICHI" 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BELLA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 23rd JULY, 1913.
8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

WEDNESDAY, 24th JULY, 1913.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776 Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 13th JULY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HUI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "RAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 5 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
For Freight and Further Particulars, apply to			TELEPHONE No. 171.
			ARTHUR NILSSON & CO.,
			YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU... 22,000 tons.
S.S. CHIVO MARU... 22,000 tons.
S.S. SHINYO MARU... 22,000 tons.

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route. Steamship, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, AND KING'S BUILDING, HONGKONG, 1913.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "KOEKOE," 9,900 tons, will leave as above on 15th July at 4 p.m. Superior accommodation for 1st and 2nd class passengers, 20 staterooms, no tips, no inside cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUVA and PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardesses, Laundry, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £17.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, B. S. Leon, B. S. B. or Boulogne, Class I £23.15, II £17.15.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.11, II £25.2.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.9.8, II £21.6.
TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 a.m.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "VOEWABERTS," 12,900 tons, will leave as above about 31st July.
Cargo taken at through rates to all ports in Asia, except Black Sea & Dumbell, also North & South America.

Hongkong, 3rd July, 1913.

Princes' Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, PUNJABI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO	Steamer	Steamer	(Brindisi day earlier)	(London 1 day later)
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MAJOJA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20
ARADIA ...	August 30	MACEDONIA ...	SATURDAY Sept. 27	FRIDAY Oct. 3
DEVANHA ...	Sept. 13	MALWA ...	Oct. 11	Oct. 17
ASSAYE ...	Sept. 27	MOLTAN ...	Oct. 25	Oct. 31
CHINA ...	October 11	MOREA ...	Nov. 8	Nov. 14
DELTA ...	October 25	MARMORA ...	Nov. 22	Nov. 28
INDIA ...	Nov. 8	MOLDAVIA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £43.8 " £72.12 " £106.14 RETURN.
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	London	London
About	About	About	About
SUNDA ...	July 9	Aug. 15	Aug. 24
SAERDINIA ...	July 23	Aug. 29	Sept. 7
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMU ...	August 20	Sept. 26	Oct. 4
NANKIN ...	September 3	October 10	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NORE ...	October 1	Nov. 8	Nov. 16
NILE ...	October 15	Nov. 22	Nov. 29
SYRIA ...	October 29	Dec. 6	Dec. 14
SUMATRA ...	November 12	Dec. 19	Dec. 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.10 SINGLE, £82.10 RETURN.
2nd " £33.10 " £57.10 " £82.10 RETURN.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
AND DISPLACEMENT			
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. Tabusa, 12,500	12,500	WEDNESDAY, 16th July, at 11 A.M.
	ATSUTA MARU Capt. —, 16,000	16,000	WEDNESDAY, 30th July, at Daylight
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU Capt. Wada, 12,500	12,500	TUESDAY, 15th July, at 4 P.M.
	SANUKI MARU Capt. Richards, 12,500	12,500	TUESDAY, 29th July, at 4 P.M.
SEIDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. S. Tomioka, 12,500	12,500	WEDNESDAY, 30th July, at Noon
	NIKKO MARU Capt. M. Yagi, 9,600	9,600	WEDNESDAY, 27th Aug., at Noon
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura, 12,500	12,500	SATURDAY, 12th July
BOMBAY via SINGAPORE and COLOMBO	RANGOON MARU Capt. Kamoshita, 12,500	12,500	WEDNESDAY, 9th July
KOBE and YOKOHAMA	MIYASAKI MARU Capt. Soyeda, 16,000	16,000	THURSDAY, 17th July, at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	KIRIN MARU Capt. M. Deguchi, 6,000	6,000	MONDAY, 21st July
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 9,600	9,600	WEDNESDAY, 30th July, at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SHINYO MARU Capt. Ohama, 12,500	12,500	WEDNESDAY, 16th July

Fitted with New System of Wireless Telegraphy.

Cargo only

REDUCED SUMMER RATES.

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months, Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
	Return	Return	Return	Return
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

Telephone Nos. 222 and 1241.
T. KUSUMOTO, MANAGER.

111-12-14

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAINS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, SUNDRA, COLOMBO, PORT SAID, & MARSEILLES	Capt. C. E. Irving, R.N.R.	6 P.M. 9th July.	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	Capt. A. Collier	About 12th July.	Freight and Passage.
SHANGHAI	Capt. G. J. Coldwell	About 17th July.	Freight and Passage.
LONDON VIA USUAL PORTS	Capt. C. H. E. Toogood, R.N.R.	19th July.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STRAINS	TO SAIL
MANILA, CEBU AND ILOILO	"TAMING"	On 8th July, 4 P.M.
SAIGON	"SHANGHAI"	On 10th July, 10 A.M.
SHANGHAI	"ANHUI"	On 10th July, 4 P.M.
PAKHOI & HAIPHONG	"KUNGLANG"	On 11th July, 10 A.M.
SHANGHAI	"CHENAN"	On 12th July, 10 A.M.
WEIHAIWEI & TIENTSIN	"LUCHOW"	On 17th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on leaving Hongkong to all Yangtze and Northern China Ports.

Through Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

Three Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS

For Freight or Passage apply to—
Hongkong, 8th July, 1913. Telephone 36.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	TUESDAY, 8th July, at 11 A.M.
"HAIBANG"	Capt. A. E. Hodgins	FRIDAY, 11th July, at 11 A.M.
"HAICHEUNG"	Capt. W. C. Passmore	TUESDAY, 15th July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 9th July, at 11 A.M.
		SUNDAY, 13th July, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of July and August, FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	On 25th July.	On 19th July, Noon. On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

HAMBURG-AMERIKA LINIE

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. SILEBIA	S.S. ALTMARK
S.S. BRISGAVIA	S.S. BREMEN
S.S. BELGAVIA	S.S. BREMEN
S.S. SCANDIA	S.S. BREMEN
S.S. BENEGAVIA	S.S. BREMEN
S.S. UCKERMARKE	S.S. BREMEN
S.S. LIGERIA	S.S. BREMEN
S.S. ARABIA	S.S. BREMEN

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	T. Sagara	FRIDAY, 19th Sept., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 12th July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUZO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUZO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO.

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.

Hongkong, 8th July, 1913.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

In Connection at TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer Captain Leaving

"SEATTLE MARU" T. Saito THURSDAY, 10th July, at 1 P.M.

"MEXICO MARU" N. Kobayashi WEDNESDAY, 23rd July, at 1 P.M.

"CHICAGO MARU" Goto THURSDAY, 7th Aug., at 1 P.M.

"CANADA MARU" K. Hori WEDNESDAY, 20th Aug., at 1 P.M.

"TACOMA MARU" T. Hamada THURSDAY, 4th Sept., at 1 P.M.

"PANAMA MARU" J. Kano WEDNESDAY, 17th Sept., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer Captain Leaving

"INDO MARU" M. Nemoto WEDNESDAY, 30th July, 4 P.M.

"LUZON MARU" H. Yamamoto THURSDAY, 22nd Aug., 4 P.M.

"SAIGON MARU" T. Yamaguchi MONDAY, 22nd Sept., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"LUZON MARU" H. Yamamoto FRIDAY, 18th July, P.M.

"SAIGON MARU" T. Yamaguchi FRIDAY, 22nd Aug., P.M.

"INDO MARU" M. Nemoto SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer Captain Leaving

"KAIJO MARU" Y. Yamamoto WEDNESDAY, 10th July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIGI MARU" S. Tokushige SUNDAY, 13th July, at Noon.

"DAIJIN MARU" M. Nagano SUNDAY, 20th July, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"SOSHU MARU" K. Tashiro WEDNESDAY, 9th July, at 10 A.M.

FOR CANTON.

Steamer Captain Leaving

"SOSHU MARU" K. Tashiro FRIDAY, 18th July, P.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soa Yip Wharf (near the Harbour Office, Ferry Central).

For FURTHER INFORMATION, apply to

Z. K. MIYA,

Second Floor, No. 1, Queen's Building

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.

"DERFFLINGER," Capt. F. Prosch, 17,000 Tons, Thursday, 10th July, at 10 A.M.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA

"YOROK," Capt. H. Formes, 17,000 Tons, About Wednesday, 9th July.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE

"COBLENZ," Capt. L. Klugewitz, 6,730 Tons, Saturday, 13th July, at 9 A.M.

KOBE and YOKOHAMA

"PRINZ-SIGISMUND," Capt. D. Lenz, 5,000 Tons, About Tuesday, 22nd July.

KUDAT and SANDAKAN

"BORNEO," Capt. J. Koshler, 5,000 Tons, About End of July.

SANDAKAN

"RAJAH," Capt. C. Rosinewitz, About Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELOERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 8th July, 1913.

AVERAGE MARKET PRICES.

July 6th, 1913.

The Prices are given in Dollar Cents.

Bremen Meat.

Mutton Lung Pa Yeh—Boat, sirloin

and prime cut 18

Hank Ngon Yeh—Boat, sirloin

..... 18

Shio Ngon Yeh—Boat, sirloin

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Ngon Yeh—Boat, sirloin

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